5/24/01

Dear RAB Members:

Enclosed please find a copy of the minutes of the May 16, 2001, RAB meeting. If you have any questions or concerns please contact me at (401)841-7714.

Very truly yours,

Michele Imbriglio

Michele Imbriglio
RAB Secretary

Copy to: (w/enc)
Dr. D.K. Abbass
Ms. Barbara Barrow, Esq.
Mr. John R. Bernardo, III, Esq.
Ms. Mary A. Blake
Dr. David W. Brown
Mr. Richard D. Coogan
Mr. Paul A. Cormier
Mr. Thurston Gray
Mr. Byron Hall
Ms. Susan Hester
Mr. Eugene Love
Ms. Elizabeth Mathinos
Mr. Manuel Marques
Mr. Thomas McGrath
Mr. Ed Moitoza
Mr. James E. Myers
Mr. Howard L. Porter
Mr. Emmet E. Turley
Mr. John Vitkevich
Ms. Claudette Weissinger
Ms. Mary Philcox
Mr. David Egan
Mr. Paul Kulpa, RIDEM
Ms. Kymberlee Keckler, EPA
CAPT R. A. Cooper, NAVSTA
CDR R. L. Freitag, NAVSTA

CAPT Jon Wyman, Retired
Hon. Paul W. Crowley
Hon. June Gibbs
Mr. Joseph McEnness
Mr. Paul Russell
Mr. John Torgan
Mr. Jim Shafer
ATSDR
Mr. Gregg Tracey, SAIC
Councilman Dennis McCoy
Dr. David Kim
Mr. Brian Bishop
Brother Joseph
Newport Public Library
Middletown Free Library
Portsmouth Free Public Library
Mr. Bob Jones, Groton
Mr. David Sanders, NAVSTA
Mr. David Dorocz, NAVSTA
Ms. Melissa Griffin, NAVSTA
Ms. Shannon Behr, NAVSTA
Mr. Rick Machado, NUWC
Ms. Pam Harting-Barrat, EPA
Ms. Jennifer Stump, Gannett Fleming
Mr. Tim Prior, USF&WS
Mr. Ken Finkelstein, NOAA
Ms. Diane Baxter, TtNUS, Wilmington
Mr. Matt Weaver, Green Light Foundation
Dr. Robert Quigley
Mr. Robert Gilstein
Ms. Amrita Roy
Ms. Virginia Lee
Ms. Arlene Kalewski
Ms. Kelly Woodward
Mr. & Mrs. Raymond Sergerson

NAVAL STATION NEWPORT
RESTORATION ADVISORY BOARD MEETING
May 16, 2001

MINUTES

On Wednesday, May 16, 2001, the NAVSTA Newport Restoration Advisory Board (RAB) gathered at the Officer's Club for its monthly meeting. The meeting began at 7:00pm and ended at 9:20pm. Barbara Barrow opened the meeting and welcomed the group.

In attendance were Richard Coogan, Thomas McGrath, Edward Moitoza, Mary Blake, Howard Porter, Barbara Barrow, Claudette Weissinger, Kathy Abbass, Manuel Marques, Emmet Turley, Susan Hester, Eugene Love, Greg Kohlweiss NAVSTA PAO, Dave Egan, John Vitkevich, Kymberlee Keckler USEPA, Paul Kulpa RIDEM, Thurston Gray, James Shafer EFANORTHEAST, Capt. R. A. Cooper NAVSTA, CDR D. Burnes NAVSTA, Melissa Griffin NAVSTA, David Dorocz NAVSTA.

MEETING MINUTES

April meeting minutes were approved.

ACTIVITY UPDATE-James Shafer

Jim Shafer advised that the activity update has not changed since last month. Jim turned the presentation over to Dan Sullivan of Foster Wheeler Environmental who gave a status update on the McAllister Point Dredging project as follows;

Foster Wheeler Environmental mobilized at McAllister Point on February 26, 2001. The first order of business was to establish the sediment erosion control throughout all impacted areas. To date there has been in excess of one mile of silt fencing which is inspected and maintained on a regular basis. Haul roads from the material handling facility (Tank Farm #5) down to McAllister Point and ultimately the bay haul road was constructed. Approximately 3500 linear feet of haul road has been put in to date. The contained handling facility was constructed at Tank Farm #5 which is approximately 1 1/2 acres. Along with this the former Tank #53 was excavated and a geo-membrane impermeable liner was installed to create a 400,000-gallon holding pond. The purpose for this is to collect any of the run off from the dredge material or precipitation. Ultimately this is sampled and treated for discharge. The bay haul road construction was started (3 weeks behind schedule) but

to date, after 3 weeks of construction, 800' of haul road has been installed of the approximate 1750', by design, needed to complete the project. The haul road is better than half way completed.

Confirmation sampling is being performed as the road is constructed. Construction is not delayed while waiting for sample results. The work plan was written such that the road will be constructed from the South to the North and each grid will be sampled as they go but the area will also be back-filled as they go. If sample results show that a grid sample does not pass the clean-up criteria then the grid is flagged. Once the area is dredged and the road removed, moving from the North to the South, the flagged areas (or grids) will be re-excavated and re-sampled. Currently approximately 23 grids have been sampled and two samples have failed which represents 4 grids.

To date, including road construction, there has been 4500 cubic yards of dredge material generated. This is in line with the design. Waste shipping began May 11, 2001. Dredge material is hauled from the site to the containment area and stockpiled in 500 cubic yard piles. Composite samples are taken, sent to the laboratory for waste characterization analysis. The first several hundred feet of haul road goes through an area that does not contain landfill debris but does contain contaminated sediment. It has been anticipated encountering some contaminated sediments (landfill debris is not thought to be present) in this area that might require offsite Subtitle C landfill disposal (i.e. Model City in NY), which is very costly. To date, characterization samples on approximately 2500 cubic yards, meet the criteria for daily cover at local landfills, which represents a significant cost savings for disposal. Radiation detection units are installed at the containment area. Trucks pull up adjacent to the facility. There is a loader dedicated within the facility that loads the trucks, which then immediately passes through the radiation detector.

All areas disturbed during the construction of the above facilities has been graded and hydroseeded. A water truck is on site dedicated to keeping the haul roads wet for dust control. To date in excess of 35,000 tons of rock and soil material has been brought in to build the facility and the 800' of haul road.

Starting on Monday, May 22, 2001, the harvesting of the eelgrass will begin. It will be taken to a facility and cleaned of any contaminants. The root systems will be weaved into baskets and transplanted at two locations in Narragansett Bay; Carr Point and Weaver Cove. Seeds will also be harvested from the beds that are not impacted by dredging operations. The

McAllister Point area will be re-seeded and monitored at the completion of the project.

Construction of the bay haul road will continue. Once the road is complete dredging will commence from the North to the South. Efforts now are focused on building the haul road from the South to the North. Once at the most Northerly point dredging of the entire area will begin. The rock from the haul road will be used to backfill the dredged area up to within 2' of finished grade. A sandy gravel material will then be imported and backfill the remaining top 2' layer. Offshore dredging-there is a point to the South of McAllister Point where the water is too deep to accommodate the conventional construction equipment being used along the haul road. There is approximately 1800 cubic yards of contaminated sediment that will be dredged from a barge. Planned start for this is mid to end of June, weather dependent.

Notes-17 local craft labor that consists of 5 operating engineers, 4 teamsters and 8 laborers. Dan commends his crew. There have been 57 working days without a lost time injury. Dan takes great pride in their safety record. In place as of today, there are $4.5 million dollars worth of purchase orders issued to Rhode Island contractors and vendors. A significant amount of Navy money is going back into the local community.

There is a tremendous amount of effort and concern on behalf of Foster Wheeler to ensure the safety of the motoring public and Foster Wheeler employees and subcontractors. Flaggers are trained and have direct contact with each other and Foster Wheeler personnel by radio. Jersey barriers are in place along Berma Road. NAVSTA emergency personnel have direct contact with Foster Wheeler to ensure that during an emergency call there is no obstruction to NAVSTA emergency personnel along Burma Road.

RAB members would like a tour of the site. Dan is agreeable to that however, some areas of the site are off limits due to OSHA regulations. Tour will be coordinated through the Melissa Griffin of the Environmental Office at 841-6375.

OLD FIRE FIGHTING TRAINING AREA FEASIBILITY STUDY-Jim Forelli Tetra Tech Nus

Jim Forelli of TetraTech NUS gave a technical presentation on Remedial Investigation/Feasibility Study for the Old Fire Fighting Training Area (OFFTA) site.

OFFTA site description is as follows; the site is located on the northern end of Coasters Harbor Island and is approximately 5.5 acres. The site contains a picnic area, playground equipment, baseball field and concrete block Building 144, all of which are not in use. Chain link fencing restricts access to the site. Topographic features include two manmade mounds; the rest of the site is generally flat with surface elevations ranging from 8-12 feet above MLW. The site is mostly vegetated with grass.

The remedial investigation/feasibility study (RI/FS) was performed to determine the nature and extent of the site contamination determine potential contaminant migration pathways, receptors, associated exposure pathways and potential contaminant receptors. The RI/FS was also used to determine if a threat to human health or the environment exists and to develop and evaluate remedial action alternatives for the site as necessary.

Site History-The site was a fire fighting training facility from 1940s to 1972. Fuel oil/water mixtures were ignited in simulated ship compartments. The oil/water mixtures were carried to the simulated compartments through underground piping. Training structures were demolished and buried in two mounds. The entire area was covered with topsoil. It was converted to a recreational area in 1976. A child day care center was operated out of Building 144 from approximately 1983-1994 when it was moved to a new facility. Oily subsurface soils were discovered in 1987 during a geotechnical investigation. The site was closed in October 1998 due to potential environmental and human health concerns.

The remedial investigation was completed as follows; Phase I RI (1990), Phase II (1993 & 1994), Source Removal Evaluation (1997 & 1998), Phase III (1998), Offshore Ecological Risk Assessment (1998), Background Soil Investigation (2000). It has been determined that the nature and extent of the contaminations are a few volatile organic compounds (VOCs) detected in surface and subsurface soils, shoreline sediments at concentrations below RIDEM residential soil criteria; semi-volatile organic compounds (SVOCs) detected in all media across the site; polyaromatic hydrocarbons (PAHs) detected in sediment, marine sediment stations and storm water samples and biota samples, polychlorinated biphenyls (PCBs) detected infrequently in surface and subsurface soil at concentrations below RIDEM Residential Direct Exposure Criteria. Metals were detected throughout the site; arsenic, antimony, beryllium, lead and manganese levels exceed the RIDEM Residential Direct Exposure

Criteria. Highest concentrations of arsenic are in the central portion.

Human Health Risk Assessment (HHRA) evaluated exposures to surface and subsurface soil, shoreline sediment and shellfish (lobsters, clams and mussels). The HHRA considered exposures in a residential scenario, recreational/visitor scenario, worker scenario, recreational fisherman and subsistence fisherman. The HHRA results for soil exposure for both carcinogenic and non-carcinogenic risks were below EPA's risk range and RIDEM's benchmarks for recreational receptors and excavation workers. HHRA results for shellfish ingestion showed cancer risks exceeded the risk range under the primary subsistence fishing and lifetime recreation scenarios for lobster, clams and mussels.

The following are the alternatives for onshore soil and debris and marine sediment (shoreline and nearshore areas):

Three alternatives were evaluated for the onshore soil and debris, which is estimated to be 49,500 cubic yards. Soil Alternative 1 - No Action would involve no remedial response activities and thus provide no additional protection of human health or the environment. It provides a baseline for comparison to other soil alternatives. Soil Alternative 2 - Removal, Treatment, and Backfill would address contaminated soil through excavation and on-site treatment by low-temperature thermal stripping and soil washing. Soil Alternative 3 would address contaminated soil through excavation and off-site disposal at a landfill or a treatment, storage, and disposal facility (TSDF).

Four alternatives were evaluated for the marine sediment, which is estimated to be approximately 9,670 cubic yards. Sediment Alternative 1 - No Action would involve no remedial response activities and thus provide no additional protection of human health or the environment. It provides a baseline for comparison to other alternatives. Sediment Alternative 2 - Limited Action (long-term monitoring) would involve no direct remedial response activities for contaminated marine sediment. However, it would provide some additional protection of human health by employing access restrictions to augment the protection measures currently in place (fencing and land use restrictions) and a long-term monitoring program to allow evaluation of changing conditions at the site. Sediment Alternative 3 - Limited Dredging and Disposal would address shoreline and nearshore area contaminated marine sediment by excavation/dredging and off-site disposal. Any eelgrass beds in the action areas would be protected and allowed to remain intact. To provide protection against contaminated sediment

remaining at eelgrass beds, access restrictions and long-term monitoring would be implemented. Sediment Alternative 4 - Dredging and Disposal would address all shoreline and nearshore area contaminated marine sediment by excavation/dredging and off-site disposal. Eelgrass destroyed by the excavation/dredging beds would be restored or replaced. See enclosure (1).

COMMITTEE REPORTS FROM COMMUNITY MEMBERS

Project Committee-Emmet Turley Committee Chair: Emmet has attended the West Side Master Plan meetings. His report and handouts from the meetings are attached. See enclosure (2).

Planning Committee-Tom McGrath Committee Chair: Planning committee report is attached. Suggestions in this report have been tabled to the June meeting. Planning Committee also presented a draft letter to Councilman Kehew to Barbara Barrow for review and submission to the Councilman. See enclosure (3).

Membership Committee-Howard Porter Committee Chair: Barbara Barrow gave report on Howard's behalf. Howard believes according to Charter that the RAB is at capacity. He has one new application.

Public Information-Claudette Weissinger Committee Chair: Draft of next newsletter is available for comment.

NEW BUSINESS

RAB Training-Dave Dorocz and Kathy Abbass will be attending a Navy sponsored RAB training in Colorado in May. Kathy asked once again for suggestions or guidance from the members. Kathy will be looking into the administration and operation of other RABs. Dave and Kathy will brief the RAB in June.

Kathy Abbass suggested a training manual be put together for new members and review for current members.

NEXT MEETING

The next meeting of the Restoration Advisory Board (RAB) is scheduled for Wednesday, **June 20, 2001**, at 7 p.m., at the Officers' Club. The agenda will include a presentation on the RAB Training Workshop held in Denver, Colorado.

Enclosure:
(1) OFFTA Feasibility Study
(2) Planning Committee Report
(3) Project Committee Report

OLD FIRE FIGHTING TRAINING AREA REMEDIAL INVESTIGATION/ FEASIBILITY STUDY

NAVAL STATION NEWPORT

RESTORATION ADVISORY BOARD MEETING

MAY 16, 2001

RI/FS GENERAL OBJECTIVES

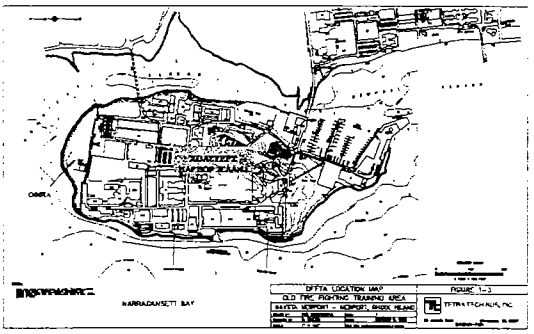
- Determine the nature and extent of site contamination
- Determine potential contaminant migration pathways, receptors, associated exposure pathways, and potential contaminant receptors
- Determine if a threat to human health or the environment exists
- Develop and evaluate remedial action alternatives for the site, as necessary

2

OFFTA SITE DESCRIPTION

- Approximately 5.5 acres - northern end of Coasters Harbor Island
- Picnic area, playground, baseball field and concrete-block Building 144 not in use
- Access restricted by a chain link fence
- Topographic features include two manmade mounds:
- Rest is generally flat, with surface elevations ranging from 8-12 feet above MLW.
- Mostly vegetated with grass

3



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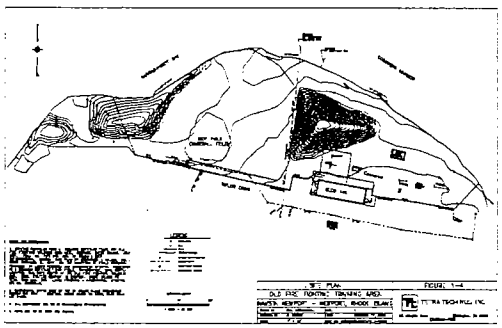

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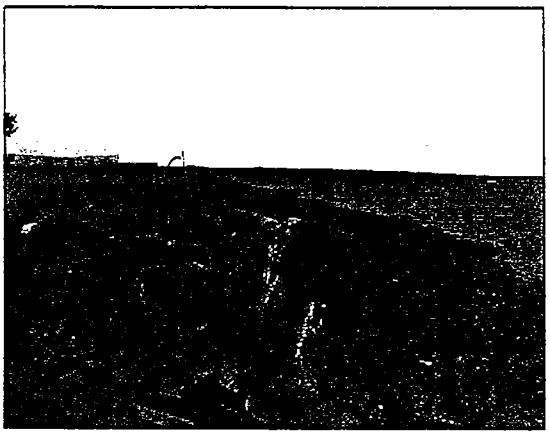
ENCLOSURE (1)



SITE HISTORY

- Fire fighting training facility from 1940s to I 1972
- Fuel oils/water mixtures ignited in simulated ship compartments
- Underground piping carried the water/oil mixture
- Training structures demolished and buried in two mounds
- Entire area was covered with topsoil
- Converted to a recreational area in 1976

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SITE HISTORY (cont.)

- Child day care center operated out of Building 144 from approximately 1983-1994 when moved to new facility
- Oily subsurface soils discovered in 1987 geotechnical investigation
- Closed in October 1998 due to potential environmental and human health concerns

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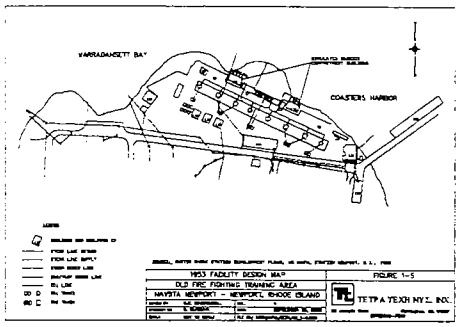

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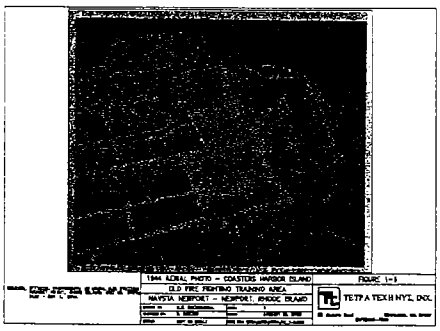

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PHASE I RI (1990)

- soil gas survey
- geophysical surveys
- surface soil sampling
- soil boring sampling (6 test borings)
- monitoring well installation and sampling (5 monitoring wells)

12

PHASE II RI (1993 & 1994)

- geophysical and soil gas surveys
- surface soil sampling
- test pit sampling (3 test pits)
- soil boring sampling (11 test borings)
- groundwater investigation (9 monitoring wells)
- storm sewer sampling

13

SOURCE REMOVAL EVALUATION (1997 & 1998)

- Investigate sources to determine if removal action warranted
- metal and buried piping survey
  - subsurface soil investigation (2 soil borings and 17 test pits)
  - groundwater investigation (2 monitoring wells)
  - shoreline sediment investigation
  - storm sewer outfall investigation
- No sources found that warrant removal

14

PHASE III RI (1998)

- Evaluate potential human health risks associated with recreational exposure to surface soil and shoreline sediment
- Field Investigation Activities
  - surface soil investigation (32 samples)
  - shoreline sediment investigation (5 samples)

15

OFFSHORE ECOLOGICAL RISK ASSESSMENT (1998)

- Evaluate potential marine ecological risks associated with shoreline and offshore sediment
  - sediment sampling and analysis
  - porewater and elutriate sampling and analysis
  - toxicity studies
  - benthic analysis
  - clam, mussel, lobster, and fish sampling and tissue analysis

16

BACKGROUND SOIL INVESTIGATION (2000)

- Establish background soil metal concentrations
- Field Investigation Activities
  - surface and subsurface soil sampling and analysis at 20 background locations
  - soil samples collected from undisturbed locations on Coasters Harbor Island
  - soil samples collected from soil type that is prevalent at OFFTA

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SITE GEOLOGY AND HYDROGEOLOGY

- Overburden deposits 6 to 27 feet thick
- Groundwater flows toward Narragansett Bay and Coasters Harbor
- Depth to groundwater ranges from 4 - 9 feet bgs
- Tidal influence does not extend beyond the shoreline
- Natural overburden hydraulic conductivity ranges from 0.74 to 41 feet per day.

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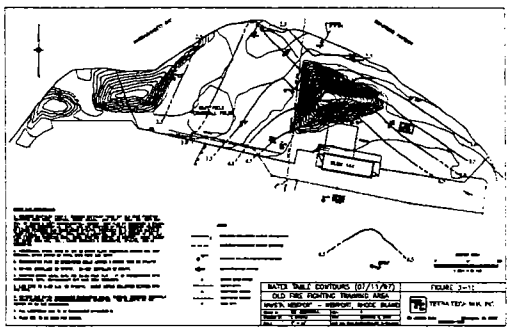

19

NATURE AND EXTENT OF CONTAMINATION - VOCs

- Only a few volatile organic compounds (VOCs) detected in surface soils, subsurface soils, shoreline sediments at low concentrations below RIDEM residential soil criteria.
- VOCs were also detected in groundwater at concentrations below RIDEM criteria

20

NATURE AND EXTENT OF CONTAMINATION – SVOCs

- Semi-volatile organic compounds (SVOCs) were detected in all media across the site, most frequently detected being PAHs
- PAHs were also detected in sediment, marine sediment stations, and storm water samples
- Highest PAH concentrations in marine sediment detected nearest the shore in the vicinity of the central portion
- PAHs were detected in biota samples from all sampling stations

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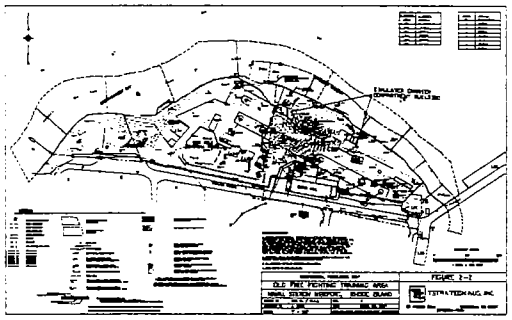

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NATURE AND EXTENT OF CONTAMINATION – PCBs

- Polychlorinated biphenyls (PCBs) were detected infrequently in surface and subsurface soil at concentrations below RIDEM Residential Direct Exposure Criteria
- PCBs were detected frequently in biota tissue samples

23

NATURE AND EXTENT OF CONTAMINATION – METALS

- Metals were detected throughout the site
- Arsenic, antimony, beryllium, lead, and manganese in soil exceed the RIDEM Residential Direct Exposure Criteria with the highest concentrations of arsenic in central portion
- Elevated arsenic concentrations in the Coasters Harbor Island soils attributable to the composition of the bedrock formations and the shallow depth of bedrock and glacial till

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NATURE AND EXTENT OF CONTAMINATION – METALS (cont.)

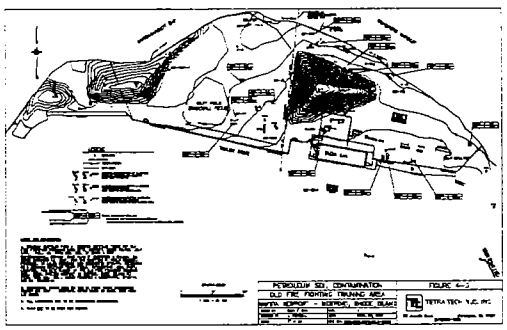
- Metal concentrations detected in shoreline sediment were comparable to surface soil samples
- Arsenic, beryllium, lead, and manganese in shoreline sediment exceeded the RIDEM Residential Direct Exposure Criteria for soil
- No spatial pattern was evident for metals in marine sediment samples

25

NATURE AND EXTENT OF CONTAMINATION – TPH

- Total petroleum hydrocarbons (TPH) were detected in subsurface soil throughout the site
- Detected TPH concentrations exceed the RIDEM Residential Direct Exposure Criteria of 500 mg/kg for soil at depths of 3-11 feet bgs
- Visually observable petroleum contamination was noted in the central portion of the site in soil sampled immediately above the water table

26



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FATE AND TRANSPORT

- Releases of fuels and combustion byproducts introduced a wide range of petroleum hydrocarbons into the OFFTA site soil
- Most volatile and soluble petroleum hydrocarbons have partitioned to the vapor phase or dissolved phase and degraded or transported off site, leaving a relatively insoluble and recalcitrant petroleum residue
- Much less soluble and volatile PAHs still present at high concentrations in the soil in the central portion will continue to leach to the groundwater

28

FATE AND TRANSPORT (cont.)

- Solubility and adsorptive properties of these contaminants should keep groundwater PAH concentrations low.
- Some of the arsenic and chromium in the OFFTA soil and groundwater may be naturally occurring

29

HUMAN HEALTH RISK ASSESSMENT

- Human Health Risk Assessment (HHRA) evaluated exposures:
  - surface and subsurface soil
  - shoreline sediment
  - shellfish (lobsters, clams, and mussels)

30

HUMAN HEALTH RISK ASSESSMENT (cont.)

- Risk assessment considered exposures
  - residential scenario
  - recreational and visitor scenarios
  - worker scenario
  - recreational fisherman (ingestion of shellfish)
  - subsistence fisherman (ingestion of shellfish)

31

HHRA RESULTS - SOIL EXPOSURE

- Estimated reasonable maximum exposure (RME) incremental cancer risks for a lifetime resident exposed to surface soil and subsurface soil were 2.5×10^{-5} and 4.0×10^{-5}, respectively.
- Non-carcinogenic risks for the residential child and residential adult did not exceed an HI of 1.0 for surface or subsurface soil.

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HHRA RESULTS - SOIL EXPOSURE (cont.)

- Both carcinogenic and non-carcinogenic risks were below EPA's risk range and RIDEM's benchmarks for recreational receptors and excavation workers.

33

HHRA RESULTS - SEDIMENT EXPOSURE

- Estimated RME cancer risk for a lifetime resident and a shoreline visitor exposed to sediment were 2.2×10^{-5} and 1.1×10^{-5}, respectively
- Non-carcinogenic risks for the adult and child residents and visitors did not exceed an HI of 1.0

34

HHRA RESULTS - SHELLFISH EXPOSURE

- For shellfish ingestion, the cancer risks exceeded the risk range of 1×10^{-4} to 1×10^{-6} under the primary subsistence fishing and lifetime recreation scenarios for lobster, clams, and mussels.

35

ECOLOGICAL RISK ASSESSMENT (ERA)

- High probability for adverse risk at one station (Station 5), likely from PAHs and metals.
- Intermediate probability for risk was estimated for a number of stations at the nearshore area and in the harbor sediment,
- Low probability for adverse risk was estimated for the remainder of the stations,

36

REMEDIAL ACTION OBJECTIVE (RAO) DEVELOPMENT

- RAOs consist of medium-specific goals for protecting human health and the environment.
- Identify ARARs and other environmental criteria
- Develop media-specific RAOs that are protective of human health and the environment and comply with ARARs.
- Develop initial estimates of areas or volumes of media that should be addressed by the remedial alternatives

37

MEDIA OF CONCERN

- Based on the results of site investigations, the site-specific HHRA and marine ERA, and an evaluation of compliance with chemical-specific ARARs
- Soil - the estimated RME incremental cancer risks for a lifetime resident exposed to surface soil and subsurface soil at 2.5×10^{-5} and 4.0×10^{-5} are slightly greater than the RIDEM 1×10^{-5} benchmark

38

MEDIA OF CONCERN (cont.)

- Sediment - the estimated RME cancer risk for a lifetime resident exposed to sediment at 2.2×10^{-5} is slightly greater than the 1×10^{-5} RIDEM benchmark

39

MEDIA OF CONCERN (cont.)

- Shellfish ingestion - the cancer risks exceed the risk range of 1×10^{-4} to 1×10^{-6} under the primary subsistence fishing and lifetime recreation scenarios for lobster, clams, and mussels.

40

MEDIA OF CONCERN (cont.)

- Groundwater - classified as GB, not suitable for use as a current or potential source of drinking water and contaminant levels do not exceed RIDEM GB Groundwater Objectives. Because there are no exceedances of the RIDEM GB Groundwater Objectives and federal MCLs are not applicable (aquifer will not be used for drinking water), groundwater is not a medium of concern.

41

SOIL RAOs

- Protection of human health:
  - Prevent the ingestion of and direct contact with vadose zone soil containing contaminants that exceed PRGs developed for the OFFTA site.
  - Allow reuse of the site as an unrestricted, residential area as soon as reasonably practicable. Unrestricted use includes no controls on the vadose zone soil.

42

SOIL RAOs

- Protection of the environment:
  - Prevent, to the extent practicable, the migration of TPH in soil to groundwater.

43

SEDIMENT RAOs

- Protection of human health:
  - Prevent direct contact of shoreline sediment to a recreational user.
  - Prevent human ingestion of shellfish that are impacted by sediment with COC concentrations exceeding the selected PRGs.

44

SEDIMENT RAOs (cont.)

- Protection of the environment and ecological receptors:
  - Prevent exposure of aquatic organisms to sediment with COC concentrations exceeding the recommended PRGs.

45

REMEDIATION AREAS AND VOLUMES

- Soil and debris
  - Total volume of the mounds is 10,900 cubic yards (cy).
  - The areal extent of contaminated soil is approximately 229,000 square feet (5.3 acres).
  - Vadose zone debris and contaminated soil volume (excluding the mounds) is approximately 38,600 cy

46

SOIL AND DEBRIS VOLUME SUMMARY

	Mounds (cy)	Other Area (cy)	Total (cy)
Debris	5,450	7,720	13,170
Soil	5,450	30,880	36,330
Total	10,900	38,600	49,500

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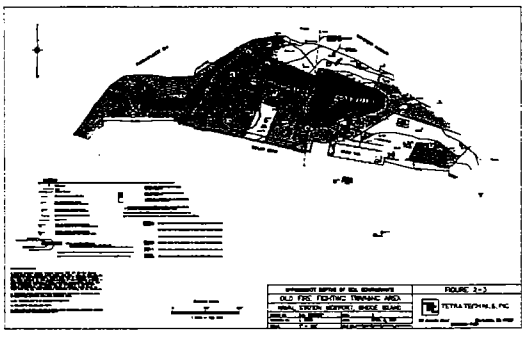

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SEDIMENT AREA AND VOLUME SUMMARY

Medium	Area (sf)	Volume (cy)
Sediment	130,500	9,670
Eelgrass	10800	800

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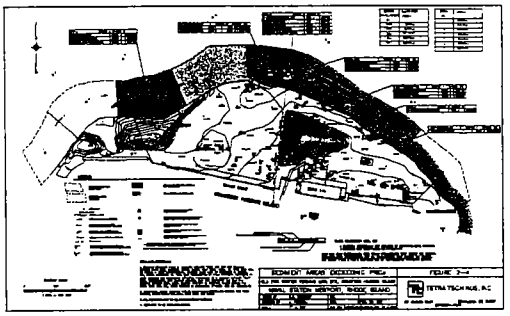

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ALTERNATIVES

- Onshore Soil and Debris
  - (1) no action,
  - (2) removal, treatment, and backfill
  - (3) removal and disposal
- Marine Sediment (shoreline and nearshore area)
  - (1) no action
  - (2) limited action (long-term monitoring)
  - (3) limited dredging and disposal
  - (4) dredging and disposal

51

SOIL ALTERNATIVE 1

- Soil Alternative 1 - No action alternative
  - assumes that no remedial action would occur.
  - no land use restrictions no monitoring of conditions
  - natural attenuation could reduce contaminant concentrations
  - 5-year review would be conducted
  - present worth cost estimated at $46,000

52

SOIL ALTERNATIVE 2

- Soil Alternative 2 - Removal, Treatment, and Backfill
  - aggressive remediation reduces long-term management through excavation and on-site treatment to reduce the contaminant concentrations
  - estimated 49,500 cy of soil and debris excavated using trackhoes
  - low-temperature thermal stripping to desorb or volatilize organic contaminants

53

SOIL ALTERNATIVE 2 (cont.)

- soil washing separates inorganic contaminants from the soil with wash liquids
- non-hazardous debris disposed of at a municipal landfill
- treated soil used for backfilling excavated areas
- present worth cost estimated at $10,975,000

54

SOIL ALTERNATIVE 3

- Soil Alternative 3 - Removal and Disposal
  - aggressive remediation reduces long-term management through excavation and transportation of contaminated soil to a landfill or a treatment, storage, and disposal facility (TSDF). to reduce the contaminant concentrations
  - estimated 49,500 cy of soil and debris excavated using trackhoes

55

SOIL ALTERNATIVE 3 (cont.)

- non-hazardous debris disposed of at a municipal landfill
- present worth cost estimated at $7,757,000

56

SEDIMENT ALTERNATIVE 1

- Sediment Alternative 1 - No Action
  - assumes that no remedial action would occur.
  - contamination would remain
  - unrestricted future use of the nearshore allowed
  - no monitoring of conditions
  - 5-year review would be conducted
  - present worth cost estimated at $46,000

57

SEDIMENT ALTERNATIVE 2

- Sediment Alternative 2 - Limited Action (Long-Term Monitoring)
  - access restrictions to augment the protection measures currently in place (fencing and land use restrictions)
  - long-term monitoring program to evaluate conditions
  - no direct remedial response activities (removal or treatment) for contaminated marine sediment

58

SEDIMENT ALTERNATIVE 2 (cont.)

- provides some additional protection of human health through access restrictions and the long-term monitoring program
- provides no protection of the environment or ecological receptors
- 5-year review would be conducted
- present worth cost estimated at $394,000

59

SEDIMENT ALTERNATIVE 3

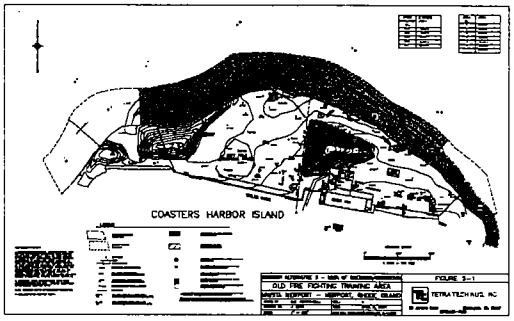
- Sediment Alternative 3 - Limited Dredging and Disposal
  - reduces toxicity, mobility, and volume of contaminated marine sediment through removal and off-site disposal while protecting potential eelgrass beds
  - contaminated sediment removed from the shoreline and nearshore area using a combination of appropriate excavation and dredging techniques and disposed of off site

60

SEDIMENT ALTERNATIVE 3 (cont.)

- sediment around the eelgrass beds would remains intact
- assumed that eelgrass beds cover area of about 0.25 acre
- access restrictions and long-term monitoring implemented for remaining sediment
- present worth cost estimated at $3,937,000

61



62

SEDIMENT ALTERNATIVE 4

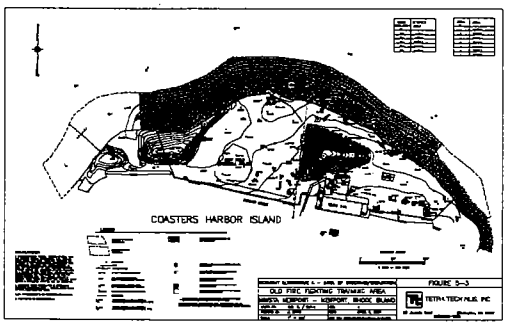
- Sediment Alternative 4 - Removal and Disposal
  - eliminates toxicity, mobility, and volume of contaminated marine sediment through removal and off-site disposal
  - contaminated sediment removed from the shoreline and nearshore area using a combination of appropriate excavation and dredging techniques and disposed of off site

63

SEDIMENT ALTERNATIVE 4 (cont.)

- eelgrass beds would compensated remains intact
- assumed that eelgrass beds cover area of about 0.25 acre
- present worth cost estimated at $4,302,000

64



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May 16,2001

Newport Restoration Advisory Board
Project Committee Report
Aquidneck Island Master Plan

Several members of Newport RAB attended a series of informational presentations by the Aquidneck Island Planning commission on the status of the potential surplus Navy property. This covered the ten mile coastline area on the west side of Aquidneck Island from the Newport Bridge to the Mount Hope Bridge. Although the communities are working together and planning now, this land transfer is not expected to occur for several years.

Ms. Kelly Woodward is the coordinator of this plan and introduced the various topics during the four informational meetings:

Meeting #1-held at Newport City Hall-discussed the status of the West Side Navy Lands. Representatives from Naval Station Newport and the Federal Government presented the current use and value of the Navy on the West Side and the transfer process for some of these lands.

Meeting #2-held at Middletown Town Hall-addressed the Transportation on the West Side, especially existing conditions and recommendations. State officials , from RIPTA and RI State Planning, and consultants discussed the present transportation dilemma and challenges for the island.

Meeting #3-held at Portsmouth town Hall-presented developers who discussed ongoing and future land use scenarios for the West Side.

Meeting #4-held at Middletown Town Hall-had municipal planners from the three communities and consultants discuss the present and future use and zoning of the lands within the West Side project boundary.

A final working session was held which gave the public opportunities to participate in the design of the West Side Master Plan. Hundreds of ideas were given , which included such things as improving and expanding the existing railway system,improved public transportation, maintaining open space and public access to the Bay, expanding the boat building industries, creating waste water treatment facilities, and preserving historic farms in the area.

These ideas will be sorted out and in June a final presentation will be held to present the results of the public process and plan the next steps.

Enclosed are copies of the minutes that will explain in greater detail the questions and concerns that were addressed.

Submitted by:

Edward J. Hurley.

ENCLOSURE (2)

Status of the West Side Navy Lands
April 5, 2001, Newport City Hall

7:08 Welcome
Dr. Quigley, Chair, West Side Master Plan Task Force

- Thank you to Senator Reed's and Senator Chafee's representation at this presentation, Portsmouth Town Planner, Newport City Planner, Council members and public. Funding from General Assembly, RI Statewide Planning, 3 island communities, Coastal Resources Center, RI Sea Grant, van Beuren Charitable Foundation, Prince Charitable Trust

- Members of the West Side Master Plan Task Force (3 municipalities, Naval Station Newport, NC Chamber of Commerce, RI Economic Development Corporation, Coastal Resources Center, RI Sea Grant)
- Beginning of the process want to get input from the public.
- Working in cooperation with the Navy.
- Reviewed purpose of this meeting – island-wide issues.

Dr. Quigley introduced **Kelly Woodward, AIPC Coordinator**

- Purpose of tonight's meeting:
  - Describe the present use and environmental conditions of Naval Station Newport
  - Describe the present value of Naval Station Newport to the island and state
  - Discuss the process used to transfer federal property
  - Know where and how you can learn more

- This is a wonderful opportunity to work together. Kelly pointed out that the West Side Master Plan (WSMP) is a perfect vehicle to implement the Shared Vision for AI.

- West Side project area, From Gateway Center in Newport extending North to the Mount Hope Bridge and from Route 114 (West Main Road) West to the East Passage of Narragansett Bay.

Kelly introduced **Jennifer McCann from the URI Coastal Resources Center/RI Sea Grant Program**, the facilitator for tonight's meeting. Jennifer introduced the evening's speakers.

Jennifer McCann introduced **Joanne Galuska, Director of Engineering and Planning for Naval Station Newport.**

Ms. Galuska presented the following figures concerning Naval Station Newport:

- Employment

Civilian Personnel	3,800
Military Personnel	1,500
Students (avg. on board)	1,800

Property
1,440 acres
$1.87 billion in property value

- Personnel
  Total payroll - $447 million
  7,100 personnel
  More than 30 tenant commands and activities

- CCRI site was Navy land that was determined surplus in 1996

- Tank Farm #4 used to store jet fuel
  Tanks have been cleaned, closed & imploded
  Naval Station has no current potential future use
  2004 environmental studies begin under the Superfund process with clean up complete in 2012
- Tank Farm #3 cleaning and closure complete
- Tank Farm #2 being cleaned now done by May 01
- Tank Farm #1 should be cleaned and closed in Dec. 01
- RAB Restoration Advisory Board is a group of public volunteers working with Naval Station Newport to review and recommend cleanup action

Q. Is the Navy Lodge being considered for surplus actions?
A. It is being looked at for a potential Military construction project and has not been identified as surplus property.

Jennifer McCann introduced **Glenn Rotondo**, Acing Regional Administrator for General Services Administration (GSA) New England

How is surplus property awarded?
- If the Naval Station declares a property surplus then it is screened through the Department of Defense.
- If there is no Defense needs then it goes through a hierarchy – beginning with federal agencies to the state to the local municipalities and if no interest then it goes out to bid for market value

- GSA wants the future use to be consistent with community character
- GSA will work with the federal government, the state and the local communities to determine the highest and best use for a particular property
- GSA is working with the AIPC now to prepare for the future of the West Side

Questions and Comments

Q. Will Direcktor shipyard be considered for surplus property?
A. No, this site is within the base's core area and has future potential use for Naval Station Newport

Q. What is going on in the Melville Marine Industries area?
A. The RI Economic Development Agency, the Town of Portsmouth and Naval Station Newport are entering into an agreement to investigate the environmental conditions of the area known as the Backyard site. A Phase I Environmental Investigation will be the first step in looking at the future use of the property.

Q. Will the Melville Backyard property be surplussed?
A. Naval Station has not placed the property on a surplus list.

- The public should have rights to the waterfront property. Look into the Public Trust Doctrine of 1800s to preserve public access to the shore.

- Farm lands were confiscated in 1930s by Navy for defense purposes.

  When creating the West Side Master Plan be sure to consider the needs of existing neighborhoods.

Q. Who owns the southern portion of Prudence Island?
A. State owns, remediation almost complete.

- 1984 Portsmouth got DEM grant to put in public boats ramp

- No movement forward on the master plan process unless the island can build consensus on island-wide issues.

Q. When is the Navy hospital going to be surplussed?
A. Naval station doesn't own this property. Naval Ambulatory care center contact will be available at AIPC office, 2nd floor in Middletown.

Q. How will the consultants be hired for this master plan process and the timing of this?
A. Could possibly looking into consultant team to work with local communities that has past experience/skills with excessing process.

Q. Is the same excessing process being used for the Backyard site?
A. Yes, the excessing process is complex and there are many ways property can be disposed. However, this ›perty is not on a surplus list at this time.

- The Master Plan Task Force should host a design competition to develop the master plan. It is done all over the nation for projects similar to this.

Kelly Woodward reviewed the next steps:
Attend next three presentations
Sign-up for working sessions
Inform your local leaders and decision-makers

9:00 Meeting Adjourned

yellow - comm

purple - Navy

pink - residential

lt green private open space

Dr green public open space

white - mark [illegible] 3 [illegible]

---

state owns ROW - [illegible]

Railway development in phases

? container use

Property restrictions along the shore

fund - CMAQ

local control of commuter

32 Acres - all the waterfront

CRMC public rights-of-way to the [illegible] on Aquidneck Island

designation of Public Rights of way to the [illegible]. [illegible] of R.I.

April 10 Transportation Topic Presentation
Minutes

7:08 **Dr. Quigly** opened up the meeting

Senator Reed and Chafee office rep, 2 planners, council president. Funding from general assembly and statewide planning and 3 island communities, CRC, RI SG and van Buren, Prince Charitable Trust

2-3 yrs ago found out of possible excessing of NAVY lands began to address situation – WS task force, urging of congressional delegation – master plan. Excessing vs. BRAC less support from fed gov. Members of task force. Recap from last meeting with Navy. Beginning of the process want to get input from the public. Working in cooperation with the Navy. Reviewed purpose of this meeting – island-wide issues.

Dr. Quigly introduced **Kelly Woodward AIPC Coordinator**

Kelly reviewed the3 main purposes of tonight's meeting. This is a wonderful opportunity to work together. Kelly pointed out that the West Side Master Plan (WSMP) is a perfect vehicle to implement the Shared Vision for AI. Kelly highlighted the West Side project area and four main opportunities for the WSMP. She also mentioned the 2 studies that have been completed for the island.

Kelly introduced **Jennifer McCann from the URI Coastal Resources Center/RI Sea Grant Program**, the facilitator for tonight's meeting. Jennifer introduced the evening's speakers.

Pam O (Edwards and Kelcey) and John Shevlin (Pare Engineering) presented their findings from the Transportation Guide Plan. Portsmouth has large lot residential development and Navy housing dominates Newport and Middletown. The population on the island has decreased in population over the last decade. One objective in the study was to research the origin and destinations for the island. Pam presenting several of the major employment centers on the island. The US Navy plays a key role in the island Transportation Guide Plan. There are several major designations on the Navy base. Current multi-modal transportation routes were reviewed including RIPTA bus routes were shown on a map.

John Shevlin presented the traffic routes on the island. Broke the roadways into 6 segments based on type of roadway and trip generators. Analyzed 3 time periods: existing, future no build conditions and future build conditions. Level of Service – various criteria taken into account (LOS ranging from free flow-break down condition). Traffic counts 60% between now and 2020 increase in some areas resulted from the analysis.

Pam O discuss alternative modes of transportation. Rail service – passenger service decreased after the Mount Hope Bridge was created and was eventually discontinued all

together. There is 83 feet of right-of-way. 15 farm and private crossings along this corridor, 4 public roads and 12 Navy crossings (lease issues). There is a potential to revitalize the rail line. Pell Bridge provides a great opportunity to redevelop – great demand and excellent parking. The second area recommendation was Melville. Close proximity to chain of ponds and Kings Grant. Historically this was a train station and a location for fueling operations. The Mount Hope Marine Complex would offer significant parking opportunities. There are multi-modal opportunities to address the potential 60% increase: bus rapid transit, light rail transit, bus, water, bikeways/trails and ITS.

Land use recommendations and future steps (fill in from presentation)

Jennifer introduced **George Johnson from Statewide Planning**.

He gave some background on the agency including their role with Comprehensive Land Use Plans and the State Guide Plan. Long-range ground transportation plan is part of the transportation 2020 vision. Should support desired land use options, etc (fill in goals) The separation between origins and destinations has increased, impacting transportation on the island. Miles traveled and single occupant travel have increased. Period of dis-investment is over – Transportation Improvement Program (system preservation and management is where most of the funding is going). Travel corridor – look at land use and transportation needs together rather than separately. Interconnections – regional planning, holistic approach, link transportation to land use, econ well being tied to future livability of communities. Suggestions for moving from vision to reality (leadership, comp plans, work with state agencies). There are several upcoming Transportation issue Forums – tentative dates more info on web site in the process of updated Transportation component of state guide plan.

Mark T from RIPTA spoke next.

RIPTA has undergone a revitalization and some major chances over the last 5 years and they would look forward to your input. Starting May 28 doubling service in Newport during the summer (even without federal assistance). One hour or less break between buses, extended service until 11 PM. CNG trolleys were introduced last year. Fueled in Middletown and URI. Mark reviewed ridership statistics. The Bellevue ridership increased drastically. 26% of revenue comes from the fare box – most of public transportation loses money and needs to be subsidized. Two surveys were conducted to learn more about trips to determine what kind of market they want to attract. 87% of the people had a car available for the trip so the public service was able to keep a lot of cars off the road. An outside consulting firm survey resulted in an 90% success rate. New ticketing system for the ferry this summer – improving punctuality. Focus groups for commuter potential on the East Bay this Spring. There is not enough money to supply 2 boats so it will not be feasible for commuter use as of now. Alternative fuels on the island – move and upgrade fueling station to RIPTA facility out of the neighborhood it is currently in. Gateway Center – Newport wants to optimize the use of this property. Salve University is a very exciting new opportunity for RIPA concerning the current parking problem. Flex service is a new service that is being offered. This is not a fixed route, rather a call ahead service within a certain zone which allows them to provide more community friendly service. This is designed for under served communities. The

Newport-Providence line is rapidly expanding ridership. In the future, RIPTA would like to coordinate with the Middletown town center.

The last speaker was **Ed Parker from RI DOT**

DOT has several projects they are exploring under the TIP

1. Study and Development category- East Main Rd. 2 mile corner, J.T. Connell Highway, Pell Bridge Ramps, Newport transportation initiatives (Nwpt bridge to downtown), East Main Rd (reconstruction project).
2. Highway Program is another category within this program – East Main Rd (Baily Brook to Enterprise Drive). This is a very expensive project.
3. Pavement Management Program – fix sidewalks. West Main Road/Adm. Kalbfus Blvd. Will advertise this fall for this project. Putting an emphasis on crack prevention
4. Enhancement program is a new category to TIP – there are 8 projects on the sland right now including a bridge improvement program.
5. Traffic Safety – e.g. pavement striping, salt storage facilities.

Questions

1. Expecting up to 60% traffic increase on W. Main road ? Was looked at, didn't have complete island support for this. **FILL IN**
2. Barge broke away from tug in Sakonnet river and ran into railroad bridge. The state was given $ for repairs but nothing has happened yet and the service to Fall River is lacking. Has anyone thought about this tie-in to help alleviate traffic congestion during the summer. Ed Parker said that studies have been done but a new bridge is needed, no rehab is possible. Will take out trestle span and use pier for new bridge. Hasn't operated since 1988.
3. Jack Doyle – Nwpt dinner train – If DOT decides to build a new structure – pull rain bridge with vehicle bridge. Center span to Tiveron not used. There could be a cheaper solution. Suggest rain diesel cars could offer viable service to the island. Burlington, VT and Cape May, NJ are great models for use of rail system. E&K study projected increase in cars which will cause major transportation congestion which is "scary enough to put anyone on a train!"
4. Trees, stonewalls on W. Main rd: preserve scenic view, history. Not faster traffic. What part of E. Main road is under study – in Portsmouth on hold. Do work in Middletown first (2 mi corner, valley road intersection and spot check other intersections. No major road widening). They are aware of landscape and historical issues along this road.
5. B/w water and tracks Burma road fisherman park then cross tracks to get access to water. Plans address access to water safely? Pam O – crossings need to be addressed during the design stage. The public utilities commission has standards/regs for crossings. Susan Z. DOT don't think some of the crossings will be able to stay (some are not legitimate) as develop a plan for the rail line.
6. Bikeway along railroad – is the rightofway clear or do we have to wait for Navy? Susan – Burma Rd to Gateway and north to the bridge. State has $ for this now, not waiting for Navy lands because of existing Burma road path.
7. Goat island bridge – private island are we asking for private funds to replace bridge? Ed doesn't know answer. ON list for state maintained bridges. Could ask this question, would need to review the history of maintenance. Built in 1966.
8. Burma road bikeway – can't even call this a bike path. High speed traffic, hard to navigate this is not a model of what they want. They want something safe for children.

9. Bryer designer lived here 25 years. The problem is the current traffic. Feeder roads are not being sufficiently used, poor signage. Ed 3 different answers from communities in terms of what they want for signage. This is a great forum to discuss these kinds of issues. Has been very controversial in the past.
10. Portsmouth program ticket people who exceed the speed limit improved safety and traffic congestion. Program has mixed reviews. As anyone encouraged these types of programs. Bob Driscoll – successful program do this to help traffic congestion.
11. Mount Hope terminal. Repairs to roads and bridges. If we can demonstrate that ridership demand would RIPTA reconsider commuter service? Mark – yes interested, that is why set up focus groups. Limited $ so focus on what has succeeded Mark will find out how they can get involved.
12. What is taking so long with the Sakonnet bridge? Weather related. Ed will have someone from the construction dept. get back to him.
13. Fueling area being moved? Yes CNG station on Wayatt Rd is being relocated to Middletown/Newport line.
14. Focus group - they are advertising in the Newport Daily News

Kelly Woodward reviewed next steps. She encouraged everyone to attend the upcoming working sessions – please sign up for 1 session! Please drop comments in the box as you leave.

9:07 meeting adjourned.

Land Use on the West Side of Aquidneck Island
April 19, 2001, 7:00- 9:00 PM
Portsmouth Town Hall

7:15 Welcome

Dr. Quigley, Chair, West Side Master Plan Task Force

- Funding from General Assembly, RI Statewide Planning, 3 island communities, Coastal Resources Center, RI Sea Grant, van Beuren Charitable Foundation, Prince Charitable Trust

- Members of the West Side Master Plan Task Force are the 3 municipalities, Naval Station Newport, NC Chamber of Commerce, RI Economic Development Corporation, Coastal Resources Center, RI Sea Grant
- Beginning of the process want to get input from the public.
- Working in cooperation with the Navy.

Dr. Quigley introduced Kelly Woodward, AIPC Coordinator

Purpose of tonight's meeting:

- Understand possible land use scenarios on the West Side
- Begin to understand the major challenges and opportunities for future development on the West Side
- Know where and how you can learn more

This is a wonderful opportunity to work together and implement the Shared Island Vision

- West Side project area, From Gateway Center in Newport extending North to the Mount Hope Bridge and from Route 114 (West Main Road) West to the East Passage of Narragansett Bay.

Kelly introduced **Keith Stokes from the Newport County Chamber of Commerce**, the facilitator for tonight's meeting. Clarified the title of tonight's meeting – not development or investment opportunities rather the elements that go into determining land use scenarios. Quality of life goes hand in hand with the quality of business. AI is part of New England economy. Narragansett Bay is AI's biggest asset and will be tied closely to any future land use opportunities. He introduced the evening's speakers.

Matt Weaver, The Greenlight Foundation presented community-wide planning, learning through a shared experience.

- We need to learn how to live more sustainable.
- Planning should be guided by principles (e.g. Hanover principles handout).
- Cannot continue to develop in a 'business as usual way'.
- Need sustainable guidelines and rules that will become the foundation of our island and amended into the community comprehensive plans.
- If an individual were able to self-sustain themselves on Aquidneck Island, than the total acreage to do this would allow a total population of 28,000 people.
- Matt introduced Tom Flanagan, president of the Green Light Foundation.
- Trying to determine the factors that create an appetite for sustainable technologies.
- He referred to the map handout that highlights how various issues relate to other aspects of an overall planning process.
- Green Light supports the creation of a Mariner Institute – find and create technology for boat building industries on the island

Q. How does this project fit into the comprehensive plan?
A. One of AIPC's objective is to have the master plan adopted as a functional element of each Comprehensive Community Plan. Not a lot of effort on Navy land when they were drafted years ago. Master plan will go hand in hand with comp plans updates. Residents should start thinking now of what they want. Preserve the rural quality of the island – this was in the original comp plan but has not been followed through with.

DR. Quigley – WE WANT YOUR INPUT. EVERYTHING WILL TIE INTO THE COMP PLAN. ELECTED OFFICIALS WILL HAVE FINAL SAY. TRYING TO BE PROACTIVE AND GATHER YOUR INTEREST WE ARE ASKING FOR YOUR PARTICIPATION. We have not made up our minds already. We are planning for the next 50 years.

Q. How does the public implement their feelings for the island in order to be effective?
A. Come to the upcoming workshops and help design the future of the West Side.

Ken Kubic– everyone needs to agree to participate because if we don't land could be sold and we'd have no plan. We could end up with anything –think about what happened to Quonset. Nothing has been put into stone but we need help with your ideas.

Q. Sounds like we have our work cut out for us. How long will master plan take? How will priorities be set?
A. Master Plan will be a document, maps showing general locations and included in Comp Plan. Development plan with specific types of uses. Hopefully the master plan will be completed during the next two years.

We are all passionate about what we don't want. Things have happened that are outside our control. Uncertainty about excessing, how can we make this more likely to occur?

Eric - Keep process and momentum going. Great turn out tonight – don't lose momentum. We need to do what we did tonight for the next year and half.

Help us prioritize these issues over the next 50 years.

Next Steps

- Encourage you to attend a working session in May to help design the future of the West Side.
- AIPC will summarize results of presentations and working sessions and distribute information to participants in the summer.
- AIPC will present information in the fall to the public.
- Funding sources secured.
- Develop West Side Master Plan.

9:07 meeting adjourned.

AQUIDNECK ISLAND PLANNING COMMISSION

MIDDLETOWN - NEWPORT – PORTSMOUTH – NAVAL STATION NEWPORT

The West Side of Aquidneck Island: Existing Conditions and Use

April 26, 2001 Middletown Town Hall
7:00pm – 9:00pm

AGENDA

By the end of this event, participants will be able to:

- Describe the present use and zoning of the lands within the West Side project area
- List some of the Island issues which may be addressed during the West Side planning process
- Understand where and how they can actively participate in the planning of the West Side to improve the island as a whole.

Time	Activity	Presenter
7:00	**Welcome**	Dr. Quigley, AIPC
7:05	**Introduction/Background**	Kelly Woodward, AIPC
7:15	**Summary of the Baseline Inventory**	Bob Driscoll, Facilitator Arnold Robinson, Newport Collaborative Architects
7:35	**Present Use of the West Side** + Zoning Island wide Issues Buildout, Population	Bob Gilstein, Portsmouth Michelle Maher, Middletown Paige Bronk, Newport
8:05	**Question and Answers**	Bob Driscoll, Facilitator
8:55	**Review of Next Steps**	Kelly Woodward, AIPC
9:00	**Adjourn**	

This project is funded by the Rhode Island General Assembly, The Town of Portsmouth, The Town of Middletown, The City of Newport, R.I. Statewide Planning, Prince Charitable Trusts The van Beuren Charitable Foundation, RI Sea Grant and URI Coastal Resources Center.

Funds are administered by the Newport County Chamber of Commerce.

West Side Master Plan Task Force

Members

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Chair
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David Wixted
AIPC – Newport

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Executive Director
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Vacant
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Michelle Maher
Town Planner- Middletown

Robert Gilstein
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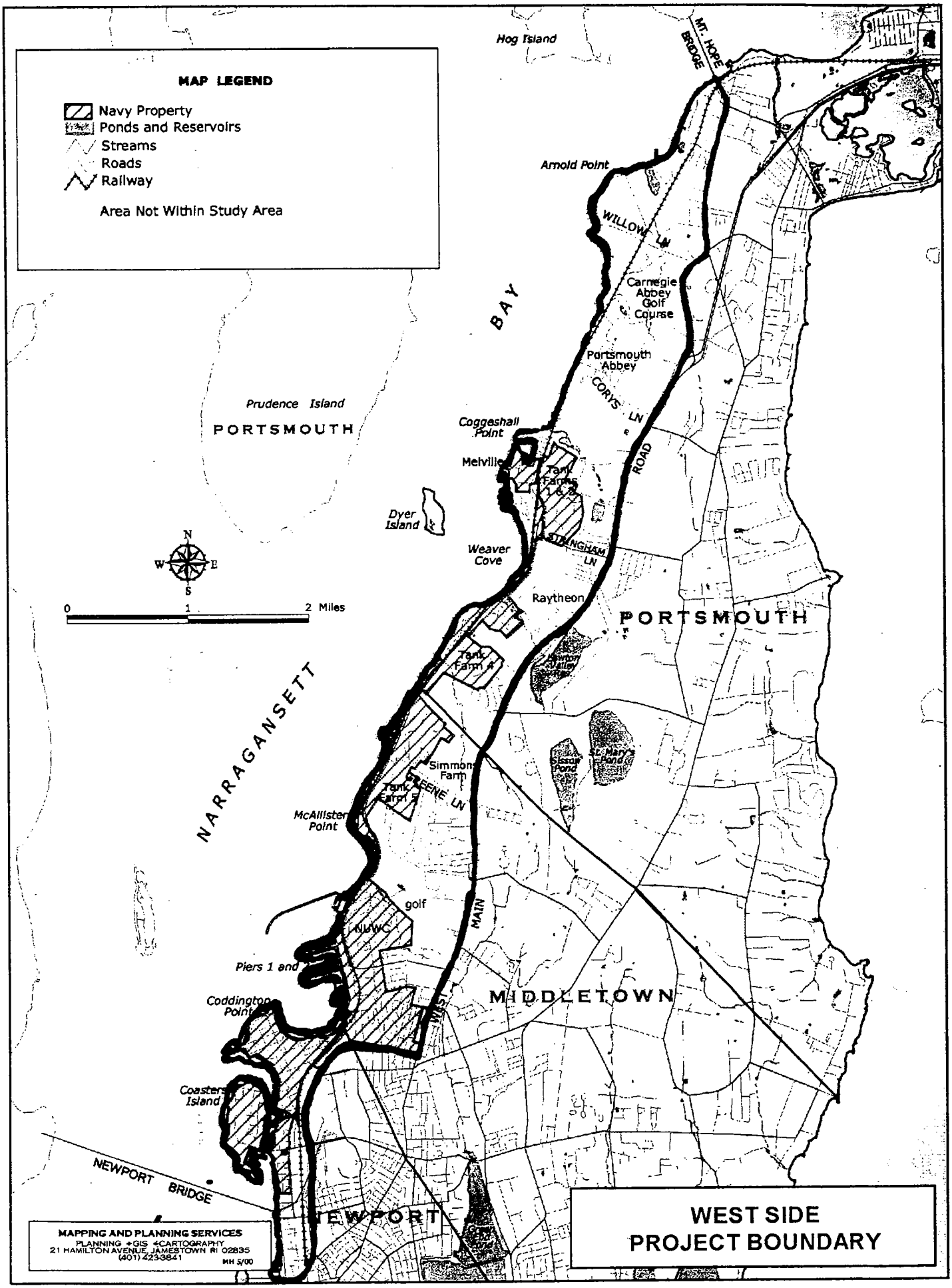
www.aquidneckplanning.org


MAP LEGEND
Navy Property
Ponds and Reservoirs
Streams
Roads
Railway
Area Not Within Study Area
Hog Island
MT. HOPE BRIDGE
Arnold Point
WILLOW LN
Carnegie Abbey Golf Course
BAY
Portsmouth Abbey
CORYS LN
Prudence Island
PORTSMOUTH
Coggeshall Point
Melville
Tank Farm 5
ROAD
Dyer Island
STANGHAM LN
Weaver Cove
Raytheon
PORTSMOUTH
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1
2 Miles
Tank Farm 4
Simon Valley
NARRAGANSETT
Simmons Farm
Tank Farm 3
GREENE LN
St. Mary's Pond
Sisson Pond
McAllister Point
golf
NUWC
MAIN
Piers 1 and
Coddington Point
MIDDLETOWN
Coasters Island
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21 HAMILTON AVENUE, JAMESTOWN RI 02835
(401) 423-3841
MH 5/00
WEST SIDE
PROJECT BOUNDARY

May 16,2001

Newport Restoration Advisory Board
Project Committee:Dredging

Emmett F. Bentley -

A major item of interest to dredging concerns is the upcoming meetings to get public input on the matter.

5.13.2001 00:05

EPA, Corps of Engineers seek comments on dredging plans

The U.S. Environmental Protection Agency and the Army Corps of Engineers are looking for the public's comments on where to deposit sediments dredged from the Providence River channel as well as numerous marinas around the state during the next few years.

They have scheduled public meetings for 7 to 10 p.m. Thursday at White's of Westport at 66 State Rd., Westport, Mass., and for the same time May 22 at the Lighthouse Inn, Great Island Road, Narragansett, R.I.

Tremendous controversy has erupted in the past when the Army Corps has suggested disposal sites. One plan to encapsulate the most contaminated river sediments alongside the Providence channel near the East Providence shoreline caused an outcry from that city.

State officials are considering depositing cleaner dredge spoils from marinas in waters off Conimicut Point in Warwick.

Now the Corps and the EPA are developing an environmental impact statement that will document and evaluate data and designate one or more disposal sites.

"The need for dredging and dredged material disposal extends to federal and private ports and marinas throughout the state," said Michael Keegan, project manager for the Corps in New England. "Availability of a feasible designated disposal site would facilitate meeting navigation infrastructure needs over a long period of time."

Written statements should be sent to Larry Rosenberg, chief, public affairs, Corps of Engineers, at 696 Virginia Rd., Concord, Mass. 01742-2751 or Ann Rodney, U.S. EPA, One Congress St., Suite 1100, CWQ, Boston, Mass. 02114-2023.

The Corps has set up a Web site at http://www.nae.usace.army.mil/ridredging.htm. for people who want to keep track of the impact study. There's not much on the site yet, but a timeline there sets a goal of completing the study in three years.

PLANNING COMMITTEE REPORT, APRIL 18, 2001

PRESENT: Tom McGrath, chairman, Dick, Coogan, Ed Moitoza, John Vitkevich and Kymberlee Keckler. ABSENT: Dave Brown and Susan Hester

The following items were discussed:

1. Have a guest speaker give approximately a half hour over view of the Bay for the past 20 years up to present day. Or we could have 2 speakers for one hour. Representative such as: Tim Lynch, biologist from Fish & Wildlife who has been working on the bay for 20 years, Dr. Chris Dacutis who Kimberly mentioned works for DEM and could give an overview of the water quality or a representative from URI.

2. Should the RAB meetings be changed to every 3 months instead of every month? This would have to be voted on by the RAB membership. If the meetings were still to be held monthly, we would like to see every 4th meeting or so move to a different location other than the Officers Club. Locations such as Fort Getty in Jamestown or the Hiberninan Hall located adjacent to the old Gas CO on Wellington Ave or the Knights of Columbus in Middletown or Portsmouth town Hall could be considered. At the alternate location an appropriate speaker could address issues that have addressed in that area.

3. Minutes could be *emailed* to members with email access. This would save on paper and postage. Other members would continue to receive minutes via the post office. If meetings were held every 3 months, a postcard reminder should be sent out.

4. Check to see when the next election is due to be held.

5. Invite Councilman Mike Kehew and any other council member to attend a RAB meeting. If this is not possible, set up a meeting with a navy representative from RAB and a RAB representative to update Mr. Kehew. Ed Moitoza will work on a letter to cover this matter.

ENCLOSURE (3)